

IOWA DEPARTMENT OF TRANSPORTATION  
OFFICE OF CONTRACTS LETTING SUMMARY  
July 1, 2010 thru June 30, 2011

Twelve regularly scheduled lettings and three emergency/special lettings were held by the Iowa Department of Transportation for construction and maintenance work during the period covered by this report. At these lettings, projects totaling \$741,289,234 were approved. Projects approved for award totaled:

**CONSTRUCTION LETTINGS**

**Primary Highway System**

|                           |            |    |                    |
|---------------------------|------------|----|--------------------|
| Bridge & Culvert Projects | 70         | \$ | 57,227,740         |
| Road Projects             | <u>183</u> | \$ | <u>293,432,336</u> |
|                           | 253        | \$ | 350,660,076        |

**Interstate Highway System**

|                           |           |    |                    |
|---------------------------|-----------|----|--------------------|
| Bridge & Culvert Projects | 30        | \$ | 51,467,928         |
| Road Projects             | <u>83</u> | \$ | <u>109,049,353</u> |
|                           | 113       | \$ | 160,517,281        |

**State Park & Institutional Roads**

|                           |          |    |                  |
|---------------------------|----------|----|------------------|
| Bridge & Culvert Projects | 1        | \$ | 819,302          |
| Road Projects             | <u>3</u> | \$ | <u>1,457,416</u> |
|                           | 4        | \$ | 2,276,718        |

**Farm to Market System**

|                           |           |    |                   |
|---------------------------|-----------|----|-------------------|
| Bridge & Culvert Projects | 64        | \$ | 32,186,010        |
| Road Projects             | <u>93</u> | \$ | <u>80,872,522</u> |
|                           | 157       | \$ | 113,058,531       |

**Local Secondary System**

|                           |           |    |                   |
|---------------------------|-----------|----|-------------------|
| Bridge & Culvert Projects | 44        | \$ | 15,434,347        |
| Road Projects             | <u>16</u> | \$ | <u>11,516,125</u> |
|                           | 60        | \$ | 26,950,472        |

**Urban Road System**

|                           |           |    |                   |
|---------------------------|-----------|----|-------------------|
| Bridge & Culvert Projects | 16        | \$ | 14,125,965        |
| Road Projects             | <u>51</u> | \$ | <u>37,931,826</u> |
|                           | 67        | \$ | 52,057,791        |

**Enhancements**

|                           |           |    |                   |
|---------------------------|-----------|----|-------------------|
| Bridge & Culvert Projects | 0         | \$ | -                 |
| Road Projects             | <u>32</u> | \$ | <u>17,984,150</u> |
|                           | 32        | \$ | 17,984,150        |

**CONSTRUCTION TOTAL**

|     |    |             |
|-----|----|-------------|
| 686 | \$ | 723,505,020 |
|-----|----|-------------|

**MAINTENANCE LETTINGS**

|                           |            |    |                   |
|---------------------------|------------|----|-------------------|
| Bridge & Culvert Projects | 17         | \$ | 2,094,511         |
| Road Projects             | <u>157</u> | \$ | <u>15,689,703</u> |
|                           | 174        | \$ | 17,784,214        |

**CONSTRUCTION & MAINTENANCE TOTAL**

|     |    |             |
|-----|----|-------------|
| 860 | \$ | 741,289,234 |
|-----|----|-------------|

### PRIMARY ROAD SYSTEM

| Type of Work                      | Total Dollars  |
|-----------------------------------|----------------|
| Asphalt Concrete Resurfacing      | \$ 140,020,873 |
| Bridge Repair                     | \$ 25,819,139  |
| Bridges and Culverts              | \$ 31,288,296  |
| Grading                           | \$ 24,652,570  |
| Miscellaneous                     | \$ 26,050,156  |
| PCC Widening with HMA Resurfacing | \$ 1,787,250   |
| Pavement Repair                   | \$ 321,863     |
| Portland Cement Concrete Pavement | \$ 100,719,929 |
|                                   | \$ 350,660,076 |

### INTERSTATE ROAD SYSTEM

| Type of Work                      | Total Dollars  |
|-----------------------------------|----------------|
| Asphalt Concrete Resurfacing      | \$ 26,535,209  |
| Bridge Repair                     | \$ 23,762,990  |
| Bridges & Culverts                | \$ 27,688,839  |
| Grading                           | \$ 7,932,247   |
| Miscellaneous                     | \$ 25,671,244  |
| Pavement Repair                   | \$ 3,892,309   |
| Portland Cement Concrete Pavement | \$ 44,909,920  |
| PCC Sidewalk/Trail                | \$ 124,524     |
|                                   | \$ 160,517,281 |

### STATE PARK & INSTITUTIONAL ROAD SYSTEM

| Type of Work                      | Total Dollars |
|-----------------------------------|---------------|
| Bridges and Culverts              | \$ 819,302    |
| Miscellaneous                     | \$ 1,218,170  |
| Portland Cement Concrete Pavement | \$ 239,246    |
|                                   | \$ 2,276,718  |

### FARM TO MARKET ROAD SYSTEM

| Type of Work                      | Total Dollars  |
|-----------------------------------|----------------|
| Asphalt Concrete Pavement         | \$ 2,979,236   |
| Asphalt Concrete Resurfacing      | \$ 47,477,866  |
| Bridge Painting                   | \$ 239,676     |
| Bridge Repair                     | \$ 12,710,595  |
| Bridges and Culverts              | \$ 19,235,739  |
| Flexible Base & Bitum. Surfacing  | \$ 684,303     |
| Grading                           | \$ 4,717,147   |
| Miscellaneous                     | \$ 3,427,545   |
| Pavement Repair                   | \$ 1,155,846   |
| Portland Cement Concrete Pavement | \$ 17,755,883  |
| Alternate Pavement                | \$ 2,674,695   |
|                                   | \$ 113,058,531 |

### LOCAL SECONDARY ROAD SYSTEM

| Type of Work                      | Total Dollars       |
|-----------------------------------|---------------------|
| Asphalt Concrete Pavement         | \$ 2,895,613        |
| Bridge Repair                     | \$ 975,452          |
| Bridges and Culverts              | \$ 14,458,896       |
| Miscellaneous                     | \$ 13,874           |
| Portland Cement Concrete Pavement | <u>\$ 8,606,638</u> |
|                                   | \$ 26,950,472       |

### URBAN ROAD SYSTEM

| Type of Work                      | Total Dollars        |
|-----------------------------------|----------------------|
| Asphalt Concrete Pavement         | \$ 1,095,777         |
| Asphalt Concrete Resurfacing      | \$ 7,009,398         |
| Bridge Repair                     | \$ 5,534,788         |
| Bridges & Culverts                | \$ 8,591,178         |
| HMA Sidewalk / Trail              | \$ 448,579           |
| Miscellaneous                     | \$ 661,539           |
| PCC Sidewalk / Trail              | \$ 1,089,203         |
| Portland Cement Concrete Pavement | <u>\$ 27,627,330</u> |
|                                   | \$ 52,057,791        |

### ENHANCEMENTS

| Type of Work                      | Total Dollars     |
|-----------------------------------|-------------------|
| Bridge Repair                     | \$ 1,036,109      |
| Earth / Granular Surface Trail    | \$ 520,125        |
| Grading                           | \$ 280,016        |
| HMA Sidewalk / Trail              | \$ 2,121,636      |
| Miscellaneous                     | \$ 4,377,702      |
| PCC Sidewalk / Trail              | \$ 8,488,801      |
| Portland Cement Concrete Pavement | \$ 671,853        |
| Recreational Trail                | \$ 214,380        |
| Alternative Pavement              | <u>\$ 273,528</u> |
|                                   | \$ 17,984,150     |

### MAINTENANCE

| Type of Work                     | Total Dollars       |
|----------------------------------|---------------------|
| Asphalt Concrete Resurfacing     | \$ 3,348,084        |
| Bridge Painting                  | \$ 1,665,301        |
| Bridge Repair                    | \$ 429,210          |
| Flexible Base & Bitum. Surfacing | \$ 2,147,303        |
| Miscellaneous                    | \$ 2,080,090        |
| PCC Sidewalk / Trail             | \$ 31,109           |
| Pavement Repair                  | <u>\$ 8,083,117</u> |
|                                  | \$ 17,784,214       |

**PROJECTS LET BY THE IOWA DEPARTMENT OF TRANSPORTATION**

| State<br>Fiscal Year | Primary<br>Roads | Interstate<br>Roads | State Park & Inst<br>Roads | Farm to Market<br>Roads | Urban<br>Roads | Local Secondary<br>Roads | Maintenance  | Airports | Enhancements | Buildings &<br>Grounds | Total         |
|----------------------|------------------|---------------------|----------------------------|-------------------------|----------------|--------------------------|--------------|----------|--------------|------------------------|---------------|
| 1946                 | \$8,638,518      |                     |                            | \$2,327,213             |                |                          |              |          |              |                        | \$10,965,731  |
| 1947                 | \$8,433,921      |                     |                            | \$4,817,434             |                |                          |              |          |              |                        | \$13,251,355  |
| 1948                 | \$12,759,517     |                     |                            | \$5,969,006             |                |                          |              |          |              |                        | \$18,728,523  |
| 1949                 | \$11,548,335     |                     |                            | \$11,272,021            |                |                          |              |          |              |                        | \$22,820,356  |
| 1950                 | \$16,041,926     |                     |                            | \$15,610,947            |                |                          |              |          |              |                        | \$31,652,873  |
| 1951                 | \$28,085,176     |                     |                            | \$20,912,134            |                |                          |              |          |              |                        | \$48,997,310  |
| 1952                 | \$28,642,719     |                     |                            | \$18,526,720            |                |                          |              |          |              |                        | \$47,169,439  |
| 1953                 | \$11,352,669     |                     |                            | \$12,775,514            |                |                          |              |          |              |                        | \$24,128,183  |
| 1954                 | \$30,286,342     |                     |                            | \$11,736,049            |                |                          |              |          |              |                        | \$42,022,391  |
| 1955                 | \$29,980,893     |                     |                            | \$14,841,613            |                |                          |              |          |              |                        | \$44,822,506  |
| 1956                 | \$58,686,572     |                     |                            | \$17,105,685            |                |                          |              |          |              |                        | \$75,792,257  |
| 1957                 | \$37,430,070     | \$13,466,527        |                            | \$19,892,686            |                |                          |              |          |              |                        | \$70,789,283  |
| 1958                 | \$27,766,905     | \$26,482,571        |                            | \$24,208,133            |                |                          |              |          |              |                        | \$78,457,609  |
| 1959                 | \$43,555,001     | \$49,541,430        |                            | \$26,923,934            |                |                          |              |          |              |                        | \$120,020,365 |
| 1960                 | \$29,872,809     | \$18,833,449        |                            | \$21,908,904            |                |                          |              |          |              |                        | \$70,615,162  |
| 1961                 | \$40,075,988     | \$11,048,875        |                            | \$21,427,446            |                |                          |              |          |              |                        | \$72,552,309  |
| 1962                 | \$22,417,356     | \$19,496,718        | \$360,102                  | \$19,799,193            |                |                          |              |          |              |                        | \$62,073,369  |
| 1963                 | \$30,350,268     | \$21,551,555        | \$939,128                  | \$24,366,536            |                |                          |              |          |              |                        | \$77,207,487  |
| 1964                 | \$43,187,627     | \$35,842,586        | \$303,427                  | \$22,721,379            |                |                          |              |          |              |                        | \$102,055,019 |
| 1965                 | \$25,171,981     | \$31,077,641        | \$121,607                  | \$21,730,757            |                |                          |              |          |              |                        | \$78,101,986  |
| 1966                 | \$38,449,469     | \$57,713,524        | \$868,416                  | \$23,740,849            |                |                          |              |          |              |                        | \$120,772,258 |
| 1967                 | \$47,508,850     | \$52,000,456        | \$485,418                  | \$26,354,688            |                |                          |              |          |              |                        | \$126,349,412 |
| 1968                 | \$33,889,647     | \$31,241,967        | \$1,088,633                | \$25,657,852            |                |                          |              |          |              |                        | \$91,878,099  |
| 1969                 | \$37,199,320     | \$43,705,879        | \$1,141,888                | \$27,332,571            |                |                          |              |          |              |                        | \$109,379,658 |
| 1970                 | \$54,797,876     | \$47,081,770        | \$629,922                  | \$26,248,893            |                |                          |              |          |              |                        | \$128,758,461 |
| 1971                 | \$71,516,579     | \$44,568,497        | \$921,445                  | \$30,401,418            |                |                          |              |          |              |                        | \$147,407,939 |
| 1972                 | \$77,174,848     | \$30,055,936        | \$834,473                  | \$28,922,870            |                |                          |              |          |              |                        | \$136,988,127 |
| 1973                 | \$56,389,721     | \$20,572,545        | \$727,417                  | \$29,055,532            |                |                          |              |          |              |                        | \$106,745,215 |
| 1974                 | \$73,583,054     | \$51,466,725        | \$1,355,569                | \$32,305,557            |                |                          |              |          |              |                        | \$158,710,905 |
| 1975                 | \$93,693,469     | \$28,921,888        | \$839,234                  | \$38,643,382            |                |                          |              |          |              |                        | \$162,097,973 |
| 1976                 | \$74,349,436     | \$24,923,643        | \$655,277                  | \$31,019,921            |                |                          |              |          |              |                        | \$130,948,277 |
| 1977                 | \$99,076,327     | \$43,357,379        | \$679,271                  | \$33,989,926            |                |                          |              |          |              |                        | \$177,102,903 |
| 1978                 | \$121,110,115    | \$15,007,379        | \$805,732                  | \$45,051,623            | \$7,561,191    | \$8,137,119              |              |          |              |                        | \$197,673,159 |
| 1979                 | \$105,277,146    | \$54,518,440        | \$1,437,092                | \$47,287,367            | \$15,084,603   | \$10,172,861             |              |          |              |                        | \$233,777,509 |
| 1980                 | \$75,739,584     | \$20,875,799        | \$1,873,688                | \$49,772,220            | \$12,225,747   | \$7,615,775              |              |          |              |                        | \$168,102,813 |
| 1981                 | \$74,174,384     | \$33,638,590        | \$2,011,011                | \$64,563,285            | \$8,394,854    | \$6,637,044              |              | \$38,632 |              |                        | \$189,457,800 |
| 1982                 | \$73,162,427     | \$51,858,856        | \$968,299                  | \$48,909,611            | \$8,600,326    | \$6,851,025              |              |          |              |                        | \$190,350,544 |
| 1983                 | \$118,742,694    | \$68,773,027        | \$1,572,331                | \$57,221,855            | \$9,553,711    | \$8,805,302              | \$12,690,690 |          |              |                        | \$277,359,610 |
| 1984                 | \$146,252,049    | \$48,725,646        | \$781,825                  | \$72,355,028            | \$9,763,785    | \$16,677,388             | \$14,930,039 |          |              |                        | \$309,485,760 |
| 1985                 | \$156,796,567    | \$46,457,144        | \$2,280,999                | \$75,107,808            | \$13,845,619   | \$15,907,143             | \$17,871,597 |          |              |                        | \$328,266,877 |
| 1986                 | \$118,269,858    | \$38,369,654        | \$1,520,499                | \$68,649,970            | \$30,283,669   | \$10,075,999             | \$17,490,871 |          |              |                        | \$284,660,520 |
| 1987                 | \$113,760,057    | \$38,270,973        | \$1,657,830                | \$61,980,219            | \$13,580,926   | \$9,039,398              | \$19,909,104 |          |              |                        | \$258,198,507 |
| 1988                 | \$127,297,886    | \$83,273,906        | \$1,929,253                | \$53,092,146            | \$30,387,970   | \$9,747,609              | \$18,089,004 |          |              |                        | \$323,817,774 |
| 1989                 | \$166,391,520    | \$44,106,075        | \$2,451,395                | \$61,337,123            | \$15,460,131   | \$11,619,343             | \$19,853,929 |          |              |                        | \$321,219,516 |

# PROJECTS LET BY THE IOWA DEPARTMENT OF TRANSPORTATION

| State<br>Fiscal Year | Primary<br>Roads | Interstate<br>Roads | State Park & Inst<br>Roads | Farm to Market<br>Roads | Urban<br>Roads | Local Secondary<br>Roads | Maintenance  | Airports  | Enhancements | Buildings &<br>Grounds | Total           |
|----------------------|------------------|---------------------|----------------------------|-------------------------|----------------|--------------------------|--------------|-----------|--------------|------------------------|-----------------|
| 1990                 | \$170,912,884    | \$58,869,724        | \$1,209,131                | \$57,374,922            | \$6,099,476    | \$8,930,453              | \$18,456,496 |           |              |                        | \$321,853,086   |
| 1991                 | \$193,247,619    | \$91,634,090        | \$2,973,892                | \$71,750,154            | \$22,788,385   | \$13,207,037             | \$18,016,987 |           |              |                        | \$413,618,164   |
| 1992                 | \$236,707,641    | \$74,912,666        | \$2,866,844                | \$79,743,409            | \$14,782,374   | \$14,953,585             | \$16,052,418 |           |              |                        | \$440,018,937   |
| 1993                 | \$166,419,174    | \$49,633,590        | \$3,365,461                | \$85,226,799            | \$13,665,152   | \$10,871,003             | \$19,990,345 |           |              |                        | \$349,171,524   |
| 1994                 | \$236,611,016    | \$59,659,275        | \$2,004,346                | \$61,455,649            | \$14,303,940   | \$9,024,469              | \$21,090,681 |           |              |                        | \$404,149,376   |
| 1995                 | \$197,725,930    | \$57,824,881        | \$2,834,485                | \$73,268,625            | \$23,404,017   | \$9,613,425              | \$18,029,690 | \$255,236 | \$992,809    | \$811,102              | \$384,760,200   |
| 1996                 | \$241,580,711    | \$38,185,109        | \$674,405                  | \$83,328,205            | \$18,987,080   | \$11,178,849             | \$20,205,661 | \$61,372  | \$4,828,808  |                        | \$419,030,200   |
| 1997                 | \$259,745,338    | \$60,773,165        | \$617,229                  | \$78,247,604            | \$18,182,835   | \$15,718,579             | \$15,166,036 | \$71,971  | \$7,411,447  | \$1,500                | \$455,935,704   |
| 1998                 | \$250,271,008    | \$52,397,315        | \$802,103                  | \$97,336,835            | \$20,558,165   | \$8,823,641              | \$14,202,681 | \$98,046  | \$12,222,773 |                        | \$456,712,567   |
| 1999                 | \$282,794,614    | \$101,502,375       | \$752,845                  | \$86,005,721            | \$25,519,096   | \$15,592,170             | \$14,249,562 | \$78,316  | \$6,558,440  |                        | \$533,053,139   |
| 2000                 | \$325,254,457    | \$72,819,914        | \$3,491,985                | \$108,606,980           | \$24,763,502   | \$12,157,212             | \$13,720,017 | \$74,671  | \$7,339,569  |                        | \$568,228,307   |
| 2001                 | \$322,704,279    | \$21,750,951        | \$3,211,089                | \$88,546,124            | \$53,444,363   | \$12,729,377             | \$8,684,574  | \$111,239 | \$5,722,305  |                        | \$516,904,301   |
| 2002                 | \$314,519,459    | \$96,810,851        | \$1,440,931                | \$95,316,481            | \$44,552,650   | \$13,783,956             | \$10,092,655 | \$0       | \$8,312,575  | \$0                    | \$584,829,558   |
| 2003                 | \$182,217,748    | \$147,261,284       | \$1,538,015                | \$113,353,126           | \$58,318,106   | \$18,345,311             | \$12,597,193 | \$0       | \$11,145,824 | \$0                    | \$544,776,607   |
| 2004                 | \$198,245,183    | \$80,489,743        | \$2,150,692                | \$131,557,679           | \$75,858,753   | \$23,707,574             | \$11,878,167 | \$0       | \$10,875,557 | \$0                    | \$534,763,348   |
| 2005                 | \$229,418,362    | \$172,954,653       | \$240,870                  | \$138,271,259           | \$43,493,286   | \$21,183,529             | \$13,827,059 | \$189,891 | \$8,458,844  | \$0                    | \$628,037,753   |
| 2006                 | \$265,172,832    | \$178,816,949       | \$767,319                  | \$143,558,190           | \$48,053,586   | \$21,585,193             | \$12,303,530 | \$84,345  | \$7,920,651  | \$0                    | \$678,262,595   |
| 2007                 | \$220,118,812    | \$83,735,240        | \$1,045,549                | \$80,592,768            | \$68,662,534   | \$15,416,544             | \$11,567,386 | \$171,626 | \$10,989,412 | \$0                    | \$492,299,871   |
| 2008                 | \$221,073,155    | \$197,686,506       | \$847,899                  | \$101,997,636           | \$66,914,635   | \$17,087,525             | \$19,900,984 | \$129,789 | \$17,460,086 | \$0                    | \$643,098,215   |
| 2009                 | \$430,324,385    | \$263,709,798       | \$1,408,115                | \$196,978,118           | \$92,678,582   | \$16,670,776             | \$19,272,350 | \$41,526  | \$9,500,916  | \$0                    | \$1,030,584,566 |
| 2010                 | \$271,379,715    | \$102,871,727       | \$3,507,626                | \$95,256,317            | \$86,891,081   | \$12,155,404             | \$28,643,077 | \$0       | \$24,781,667 | \$0                    | \$625,486,614   |
| 2011                 | \$350,660,076    | \$160,517,281       | \$2,276,718                | \$113,058,531           | \$52,057,791   | \$26,950,472             | \$17,784,214 | \$0       | \$17,984,150 | \$0                    | \$741,289,234   |